

LFMP / Perpignan Rivesaltes / PGF

The purpose of this page is to draw the attention of commercial and general aviation pilots to the aeronautical context and the main threats associated with an aerodrome. The identification of these threats is the result of a collaborative effort between airfield operators (air operators, airfield operator, air navigation service providers, flying clubs, Météo-France, etc.) by comparing the elements of their safety management systems (SMS). The members of the Local Safety Team (LST) validated this information.

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Summary

GENERAL INFORMATION / ENVIRONMENT

- Mountainous environment and particular meteorological phenomena
- Traffic with very different technical performances
- EMS flights on hospital near the centreline of runway 33 and threshold 33
- VFR flights along the coast adjacent to IFR 33 procedures
- Zone R 89 in the CTR

ARRIVAL

- ARR RNP 15 GPWS alert
- Aerobatic zone
- PAPI runways 15 and 33
- Convergence of downwind left hand 31 and final 31 with final 33
- TWY Limitations
- Visual nuisance
- Noise pollution

TAXIING

- Very short runway access taxiways

WARNING

This information is published for information purposes only and is not exhaustive. We endeavour to keep it up to date. It is provided as a supplement to flight preparation, but in no way replaces the aeronautical reference documentation published in the AIP France, NOTAMs and SUP AIPs.

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Particular meteorological phenomena (wind, convection, sea entries)

Mountainous environment which impacts the use of the platform and requires a thorough weather study before flight.

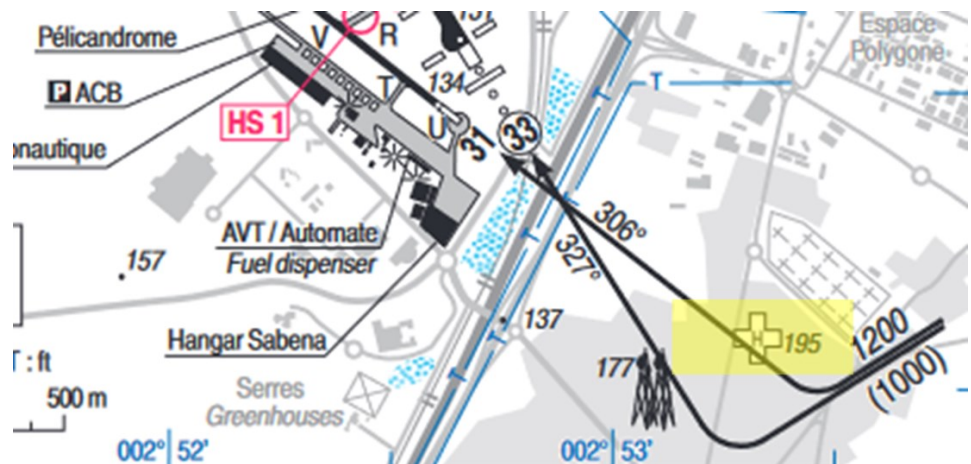
Wind characteristics : **WIND INVERSIONS**

- All seasons, possibility of :
 - Strong North-Westerly wind (300°), of the Tramontane type (gusty wind) dangerous to maintain in the low layer (OUTSIDE the TMA)
 - North-North-East wind (020°),
 - SE wind (140°),
 - Shear effects on finals 33 and 31
- Summer :
 - Possible sea breeze that could generate sea entries

Presence of traffic with very different technical performances

- H (heavy) turbulence aircraft training helicopters (high MTOW) etc...
- Commercial flights such as A320s, B738s, etc.
- Business aviation
- Civil safety and EMS
 - Fire fighting planes base on Lima taxiway (Pelicanndrome)
 - Civil safety helicopters
 - EMS helicopters
- High level of light aviation activity: 2 ATOs, flying clubs

EMS AND DRAGON flights to and from **HELISTATION** Hospital on runway axis (under short final 31)

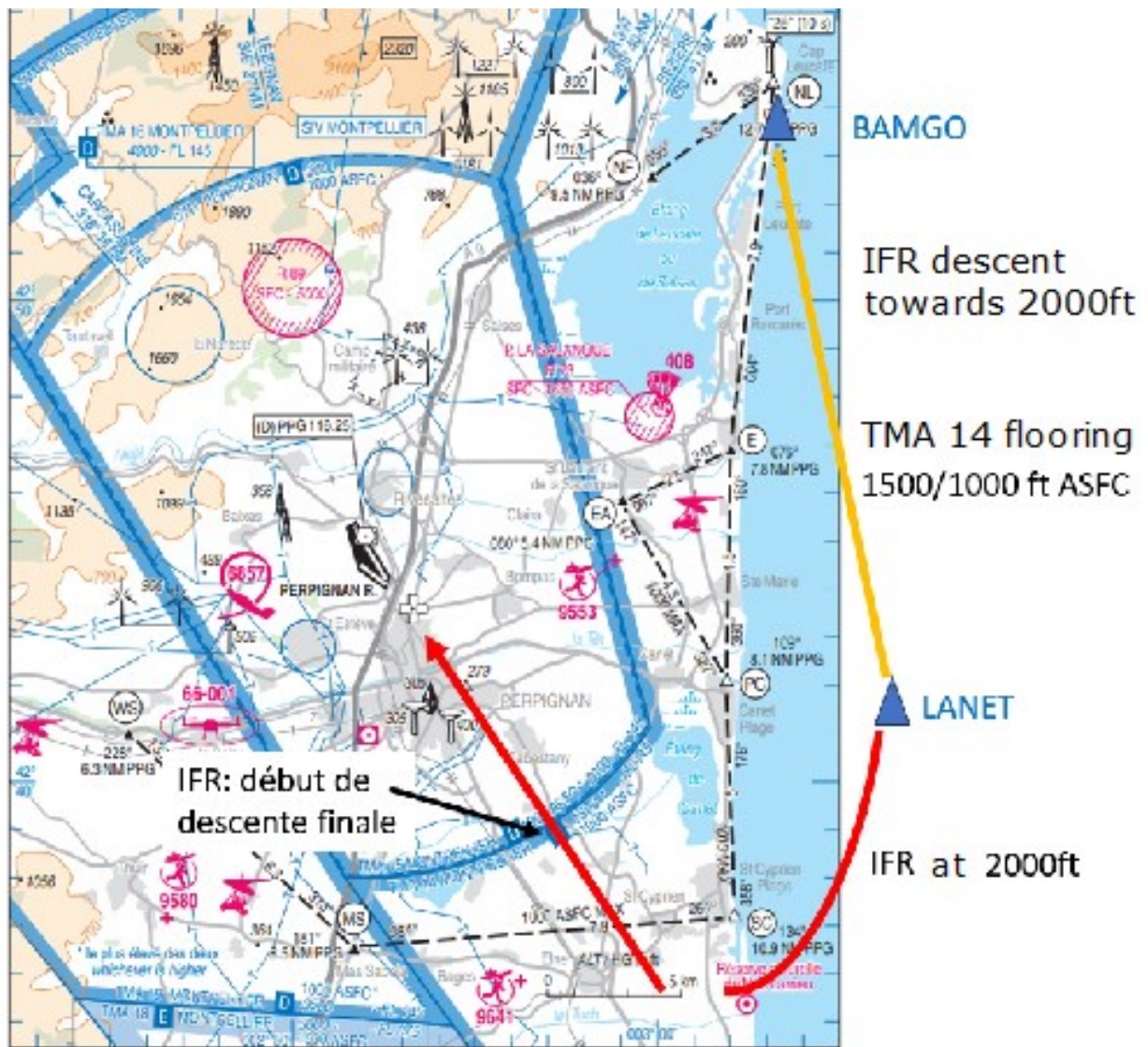


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VFR flights along the coast adjacent to IFR 33 procedures

- FR flights in procedure for runway 33 may descend to 2000ft over LANET on clearance from air traffic control.
- Respect the compulsory routes (without radio contact) 1000ft max on the coast

Map VAC AD2 LFMP APP 01 :



R 89 zone in the CTR

- Overflight of the R89 below 5,000 ft AMSL prohibited to VFR H24 (various regular firings, including explosives):
- Bypass obligatory but authorised for IFR according to protocol.

Not to be confused with La Narède (check VAC AD2 LFMP APP TXT01)

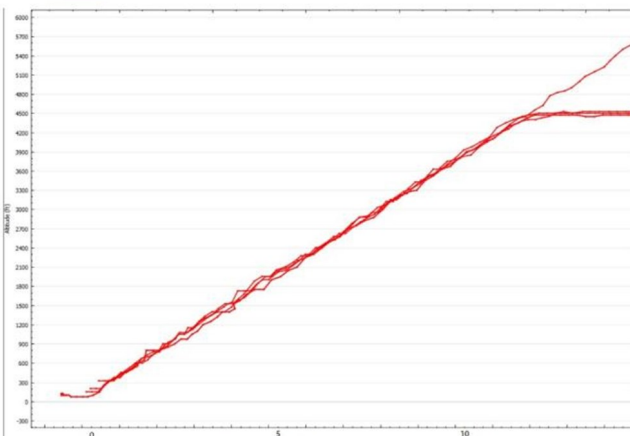
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GPWS alert on RNP15 final

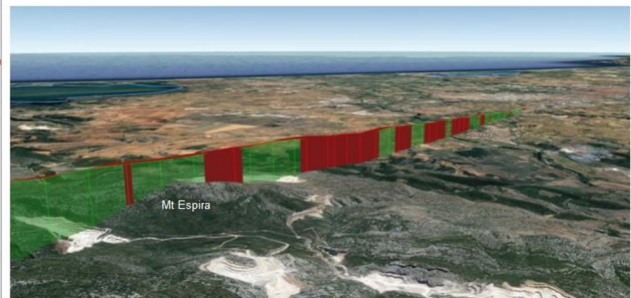
The trajectory of the RNP RWY15 instrument approach procedure at Perpignan flies over a mountainous environment. Since its entry into service in 2020, several in-flight reports of Terrain Awareness Warning System (TAWS) alerts have been sent to the DSNAs by crews using this procedure. The causes identified for these alerts are, depending on the case :

- **The aircraft was put into landing configuration late, with excessive indicated airspeed and/or vertical speed,**
- **Insufficient resolution of the terrain mesh around the approach procedure in the ground database of the aircraft's GPWS - E-GPWS.**

DSNA draws the attention of users of the Perpignan-Rivesaltes aerodrome (LFMP-PGF) to the need to **check that the TAWS database of the aircraft used is up to date ('mountainous area' accuracy)** for any arrival at this aerodrome and reminds crews of the importance of strictly complying with the instructions and altitudes published on the RNP RWY15 IAC chart in section AD 2. 24 LFMP of the AIP for each approach segment in order to avoid the unexpected occurrence of a GPWS alert during the instrument approach phase.



Profils comparés (2 APP en ALR + 2 APP sans ALR)



: Profils comparés G. Earth – 1 CRJ en Alerte GPWS (traj. rouge)
B738 sans Alerte GPWS (Vert)

Aerobatic Area 6857

Baixas near-flight zone to the west of the aerodrome from 4000 to 5500 ft AMSL (managed by the Montpellier approach)

PAPI runways 15 and 33

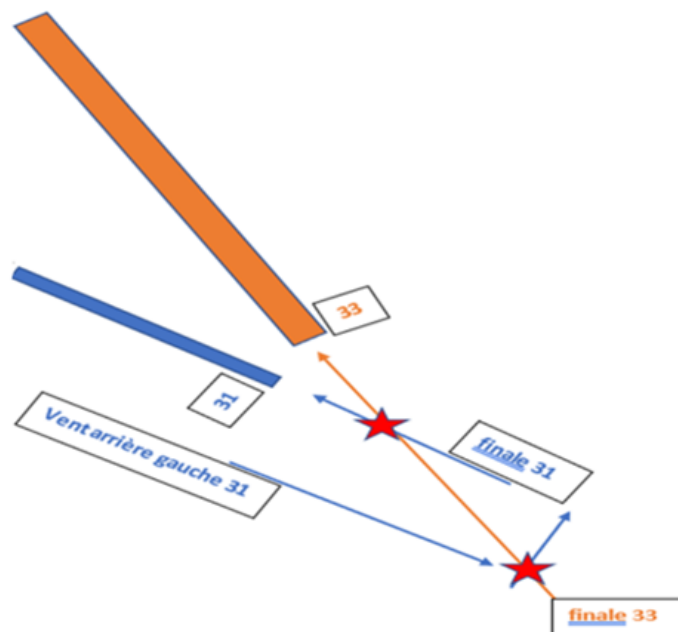
The PAPIs are set to allow A320 type aircraft to cross the threshold.

TAKE THIS INTO ACCOUNT FOR THE MEHT. (Minimum Eye Height over Threshold).

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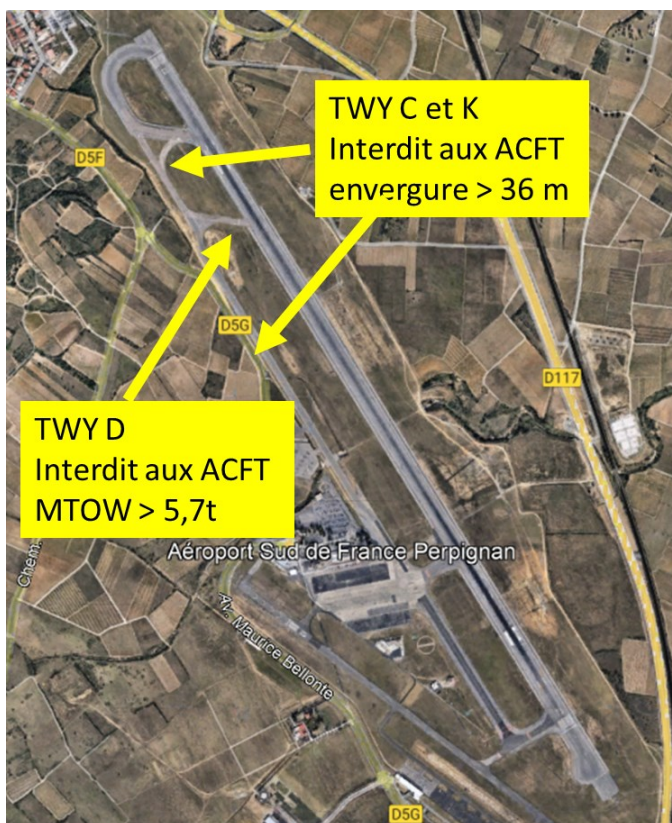
Convergence of left hand downwind 31 and final 31 with final 33

Follow the control instructions carefully.



DELTA: When arriving on runway 33, do not use TWY DELTA for aircraft with MTOW > 5.7T

CHARLIE and KILO: prohibited for aircraft with a wingspan greater than 36 metres



Visual nuisance

- NIGHT ARRIVALS QFU 33 :

Some laser pointing observed from time to time. Pilots are asked to report this immediately to the air traffic control centre for action by the Gendarmerie des Transports Aériens and the Police.

Noise pollution

- Avoid the towns of Rivesaltes and Saint-Estève (circled in blue on map AD 2 LFMP APP 01).

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Very short runway access taxiways: **HOT SPOTS ROMEO, GOLF, HOTEL**

The taxiways to the runway holding points are very short on Romeo, Golf and Hotel

PRESENCE OF REINFORCED MARKINGS AND WIG-WAG

